

Message Text

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ACTION TRSE-00

INFO OCT-01 EA-07 NEA-10 ISO-00 CIAE-00 PM-04 H-01
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P 260627Z APR 77

FM AMEMBASSY MANILA
TO SECSTATE WASHDC PRIORITY 8920
INFO AMEMBASSY DACCA PRIORITY

LIMITED OFFICIAL USE SECTION 1 OF 4 MANILA 6238

USADB

FOR NAC AGENCIES

E. O. 11652: ADS, DECLAS 7/26/77

TAGS: EAID, EFIN, BG

SUBJECT: PROPOSED ADB LOAN FOR KHULNA-MONGLA ROAD PROJECT
(BANGLADESH)

SUMMARY: ADB MANAGEMENT PROPOSES \$15.0 MILLION EQUIVALENT
LOAN FROM SPECIAL FUNDS TO GOVT OF BANGLADESH TO FINANCE
FOREX COST AND PART OF LOCAL CURRENCY COST OF CONSTRUCTION
OF ABOUT 22 MILES OF TWO-LANE BITUMINIZED ROAD BETWEEN
KHULNA AND NEW PORT OF CHALNA AT MONGLA IN SOUTHWEST
BANGLADESH. LOAN PROCEEDS WILL ALSO COVER COST OF TWO
MOTORIZED FERRIES AND TWO PONTOON JETTIES AT CHALNA, AS
WELL AS RELATED CONSULTING SERVICES. USADB RECOMMENDS
FAVORABLE NAC ACTION.

1. ADB DOC. R38-77 WITH ATTACHMENTS DESCRIBING PROPOSED
LOAN POUCHED ADDRESSEES APRIL 19. BOARD CONSIDERATION
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SCHEDULED MAY 10, 1977.

2. ADB MANAGEMENT PROPOSING \$15.0 MILLION LOAN FROM
SPECIAL FUNDS TO GOVT OF BANGLADESH. PROCEEDS WILL
FINANCE \$10.0 MILLION OF FOREX COST AND \$5.0 MILLION
OF LOCAL CURRENCY COST OF CONSTRUCTION OF A TOTAL
OF 22 MILES OF A NEW TWO-LANE BITUMINIZED ROAD BETWEEN

KHULNA AND THE NEW PORT OF CHALNA AT MONGLA, AND PROVISION OF TWO MOTORIZED FERRIES AND TWO PONTOON JETTIES AS WELL AS RELATED CONSULTING SERVICES. PROPOSED TERMS ARE 40 YEAR AMORTIZATION INCLUDING 10 YEAR GRACE PERIOD, 1 PERCENT SERVICE CHARGE. GOVT OF BANGLADESH TO BE BORROWER. ROADS AND HIGHWAYS DEPARTMENT (RHD), MINISTRY OF COMMUNICATIONS, TO BE EXECUTING AGENCY.

3. BANGLADESH CONSISTS ALMOST ENTIRELY OF FLAT DELTAIC LAND FORMED BY TWO GREAT RIVER SYSTEMS OF GANGES AND BRAHMAPUTRA. DELTAIC NATURE OF LANDFORM, WITH NUMEROUS RIVERS AND CANALS CRIS-CROSSING COUNTRY, NATURALLY FAVORS RIVER TRANSPORT. AT SAME TIME, ROAD AND RAIL TRANSPORTATION ARE ACTIVELY DISFAVORED BY NECESSITY FOR COSTLY HIGH EMBANKMENTS IN AREAS PRONE TO ANNUAL FLOODING, AND BY LACK OF BEDROCK SUITABLE FOR PRODUCING CRUSHED STONE FOR CONSTRUCTION PURPOSES. AS RESULT, RIVER TRANSPORT ACCOUNTS FOR ABOUT 60 PERCENT BY VOLUME OF FREIGHT MOVEMENTS, WITH ROAD AND RAIL EACH ACCOUNTING FOR ABOUT 20 PERCENT. PASSENGER TRAFFIC IS DIVIDED 35-35-30 AMONG RIVER, ROAD, AND RAIL RESPECTIVELY.

4. BANGLADESH TRANSPORT SURVEY (BTS) CARRIED OUT DURING 1971-74 BY UK CONSULTANTS CONCLUDED THAT REHABILITATION OF RAILWAYS WAS MOST IMPORTANT TASK FACING GOVT IN TRANSPORT SECTOR. BTS FORECAST THAT, SUBJECT TO CERTAIN RECOMMENDED CHANGES IN PRICING POLICIES, THERE WOULD BE SUBSTANTIAL FUTURE INCREASE IN RAIL TRAFFIC, MODERATE INCREASE IN ROAD TRAFFIC, AND DECLINE IN RIVER TRANSPORT. LIMITED OFFICIAL USE

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APART FROM ASSESSMENT OF TRANSPORT SYSTEM AND FORECASTS OF FUTURE DEMAND, BTS PROVIDED ASSESSMENT OF TRANSPORT MANAGEMENT, WHICH HAS RESULTED IN MAJOR REORGANIZATION. MINISTRY OF COMMUNICATIONS (MOC) NOW HAS RESPONSIBILITY FOR ALL MODES OF TRANSPORT AND FOR POSTS, TELEGRAMS AND TELEPHONES (WHEREAS PREVIOUSLY TWO SEPARATE MINISTRIES HAD DIVIDED RESPONSIBILITY FOR TRANSPORT MATTERS). MINISTRY OF PLANNING (MOP), THROUGH THE TRANSPORT SURVEY SECTION (TSS) OF THE PLANNING DIVISION, ALSO PARTICIPATES IN TRANSPORT DECISION AND POLICY MAKING. TSS, WITH AID OF FORD FOUNDATION GRANT, IS CURRENTLY UPDATING BTS, AND IS CHARGED WITH CONTINUOUSLY PROVIDING GOVT WITH ADVICE AND EVALUATION ON TRANSPORT MATTERS.

5. MONGLA, LOCATED ON PUSSUR RIVER IN SOUTHWEST BANGLADESH, IS SITE OF NEW PORT BEING CONSTRUCTED TO IMPROVE ON FACILITIES PRESENTLY AVAILABLE AT CHALNA ANCHORAGE (WHICH EXTENDS 13 MILES NORTH AND SOUTH OF MONGLA). U.S.

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FM AMEMBASSY MANILA

TO SECSTATE WASHDC PRIORITY 8921

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FOR NAC AGENCIES

CONSULTING FIRM INDICATED FEASIBILITY OF OHGTGOLISHING
ONSHORE FACILITIES FOR CHALNA PORT IN 1964.
IN 1965, GOVTS OF PAKISTAN AND YUGOSLAVIA REACHED AGREE-
MENT ON PROGRAM OF FURTHER TECHINCAL STUDIES. CIVIL
WORKS COMMENCED IN 1970, WERE SUSPENDED IN 1971 OWING
TO EVENTS SURROUNDING PARTITION, AND RECOMMENCED UNDER
AGREEMENT BETWEEN YUGOSLAVIA AND BANGLADESH GOVT IN 1975.
AGREEMENT ENVISAGES DEVELOPMENT COMPRISING FOUR GENERAL
CARGO BERTHS AND THREE BULK CARGO BERTHS FOR SHIPS OF
10,000 DWT, A REPAIR BERTH WITH SLIPWAY AND SUPPORTING
SUPERSTRUCTURE AND CARGO HANDLING FACILITIES. COMPLETION
OF FIVE OF PROPOSED SEVEN BERTHS SCHEDULED FOR JUNE 1980.
TOTAL COST OF FIRST-PHASE PORT DEVELOPMENT IS ESTIMATED
AT \$90 MILLION, OF WHICH \$60 MILLION FOREX.

6. AT PRESENT, RIVER TRANSPORT PROVIDES ONLY CONNECTION
BETWEEN NEW PORT SITE AND KHULNA, SOME 33 MILES UP RIVER.
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KHULNA IS THIRD LARGEST CIT IN BANGLADESH AND LARGEST CITY WEST OF BRAHMAPUTRA RIVER, WITH POPULATION ESTIMATED AT 500,000. ABOUT 58 PERCENT OF ALL IMPORTS PASSING THROUGH CHALNA (900,000 TONS IN 1975/76) ARE DESTINED FOR STORAGE AND DESTRIUTION CENTERS IN KHULNA. SIMILARLY, 58 PERCENT OF EXPORTS (1,527,000 TONS IN 1975-76, MOSTLY JUTE AND JUTE PRODUCTS) PROCESSED IN KHULNA PASS THROUGH CHALNA. BARGE TRANSPORT BETWEEN KHULNA AND MONGLA TYPICALLY CONSISTS OF FOUR 350-TON DUMB BARGES MOVED BY 960-HORSEPOWER TUG. UNDER PRESENT CIRCUMSTANCE, WHICH INCLUDE CONSIDERABLE INEFFICIENCIES IN UNLOADING AT KHULNA, ROUND TIRP REQUIRES 13 TO 25 DAYS DEPNDING ON NATURE OF CARGO. ONE-WAY TRIP BY PASSENGER LAUNCH TAKES ABOUT THREE HOURS. MOST OF KHULNA IS LOCATED ON WEST BANK OF RUPSA RIVER, WHICH IS UNBRIDGED IN THAT AREA. TWO MOTORIZED FERRIES, EACH WITH CAPACITY FOR TWO TO THREE LIGHT VEHICLES, PROVIDE TRANSPORTATION BETWEEN EAST AND WEST BANKS.

7. GOVT REQUESTED BANK ASSISTANCE FOR KHULNA-MONGLA ROAD PROJECT IN MARCH 1975. BANK MISSION VISITING IN AUGUST/SEPTEMBER 1975 FOUND PROJECT PRIMA FACIE VIABLE SUBJECT TO FINDINGS ON TRANSPORT MODALITIES. SUBSEQUENT MISSION IN MARCH 1976, UNDERTOOK TRAFFIC PROJECTIONS AND CARRIED OUT COMPARATIVE ANALYSIS OF BARGE AND TRUCK TRANSPORTATION COSTS. MISSION PROJECTION, BASED PARTLY ON EARLIER BTS STUDY, INDICATED IMPORTS AT 1,642,000 TONS, EXPORTS 2,142,000 TONS, IN 1980 (UP 82 PERCENT AND 40 PERCENT ON 1975-76, REPECTIVELY). THROUGHPUT CAPACITY OF GOODS DESTINED FOR OR ORIGINATING IN KHULNA WOULD BE ONLY 675,000 TONS, BASED ON FIVE BERTHS SCHEDULED FOR COMPLETION IN 1980. THUS, A PORTION OF KHULNA TRAFFIC, AS WELL AS GOODS DESTINED FOR OR ORIGINATING IN MORE DISTANT POINTS, WOULD CONTINUE TO BE HANDLED AT SHIPSIDE. ON THIS BASIS, AND ASSUMING IMPROVEMENT OF RIVER TRAFFIC FACILITIES (SUFFICIENT TO REDUCE ROUND TRIP LIMITED OFFICIAL USE

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TIME TO 6 TO 9 DAYS), ROAD TRAFFIC FOR ALL COMMODITIES. BASED ON THE FIVE-BERTH LIMITATION, TRAFFIC VOLUME WOULD BE EQUIVALENT OF 400 TRUCKS PER DAY. IN EVENT MORE THAN FIVE BERTHS WILL BE CONSTRUCTED, ADDITIONAL TRAFFIC WOULD BE ABSORBED WITH ENHANCED RETURN TO PROJECT. SIMILAR ANALYSIS OF PASSENGER TRAFFIC INDICATED COMMERCIAL COSTS OF BUS TRAVEL SUBSTANTIALLY LOWER THAN TRAVEL BY LAUNCH, WHICH IN TURN WOULD GIVE RISE TO INCREASED TRAVEL BETWEEN THE TWO POINTS. BUS TRAFFIC ESTIMATED AT 60 PER DAY.

8. PROPOSED PROJECT COMPRISES FOLLOWING COMPONENTS:

(A) CONSTRUCTION OF APPROXIMATELY 21.5 MILES OF A
NEW BITUMINIZED ROAD TO LINK NEW CHALNA PORT NEAR MONGLA
WITH RIVER FERRY TERMINAL ON EAST BANK OF RUPSA RIVER
NEAR KHULNA AND 0.5 MILES OF SIMILAR
CONSTRUCTION TO IMPROVE CONNECTION BETWEEN FERRY TERMINAL
ON WEST BANK OF RIVER AND EXISTING STREET NETWORK
IN KHULNA;

(B) PROVISION OF TWO NEW MOTORIZED FERRY VESSELS,
EACH WITH CAPACITY FOR 10 TRUCKS CARRYING 7-TON PAYLOADS,
AND CONSTRUCTION OF TWO NEW PONTOON-TYPE FERRY TERMINALS
NEAR EXISTING FERRY SITE IN KHULNA;

(C) CONSULTING SERVICES FOR DESIGN AND SUPERVISION OF
CONSTRUCTION CONNECTED WITH (I) AND (II).

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FM AMEMBASSY MANILA
TO SECSTATE WASHDC PRIORITY 8922
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FOR NAC AGENCIES

9. PROJECT ROAD WOULD BE TWO-LANE CARRIAGEWAY, 22 FEET
WIDE, WITH HARD SHOULDERS 8 FEET WIDE. WIDTH IS CONSIDERED
MINIMUM REQUIREMENT IN VIEW LARGE NUMBERS OF RICKSHAWS
EXPECTED TO USE ROAD. BITUMINIZED PAVEMENT, HARD SHOULDERS,
AND HIGH EMBANKMENT ARE NEEDED IN VIEW PROLONGED AND HEAVY
MONSOON RAINS WITH CONSEQUENT DANGER OF LOODING. SOIL

FOR EMBANKMENT WILL BE OBTAINED LOCALLY FROM RIGHT-OF-WAY. BRICKS FOR CONSTRUCTION OF PAVEMENT AND SHOULDERS WILL BE TRANSPORTED FROM SYLHET IN NORTHEAST. ROAD CONSTRUCTION WILL BE LABOR INTENSIVE, WITH LIMITED USE OF PLANT AND EQUIPMENT.

10. FERRY HAS BEEN DETERMINED TO BE MOST ECONOMICAL MEANS OF CROSSING RIVER AT KHULNA. BRIDGE DISCARDED IN VIEW ESTIMATED COST OF \$6 MILLION. FERRY COMPONENT INCLUDES ONSHORE PROTECTION MEASURES SUCH AS STEEL SHEET PILING TO COUNTERACT EROSION FORCES OF RIVER CURRENTS LIMITED OFFICIAL USE

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AND WAVE ACTION ON ENDS OF ROAD EMBANKMENT. SITE OF EXISTING EAST BANK FERRY TERMINAL IS CONSIDERED SUITABLE FOR FERRY COMPONENT'S EAST BANK TERMINAL. CHOICE OF WEST BANK SITE WILL DEPEND ON DETAILED INVESTIGATIONS TO BE CARRIED OUT BY PROJECT CONSULTANTS, SUBJECT TO BANK'S APPROVAL.

11. GOVT ATTACHES HIGHEST PRIORITY TO PORT PROJECT (PARA. 5) AND HAS ASSURED BANK IT WILL MAKE NECESSARY AND TIMELY ALLOCATION OF FUNDS TO ENSURE THAT CONSTRUCTION WILL BE COORDINATED WITH IMPLEMENTATION OF PROPOSED ROAD PROJECT. GOVT HAS AGREED TO SUBMIT ANNUAL REPORTS TO BANK DESCRIBING PROGRESS OF WORK ON PORT. FURTHER, AWARD OF FIRST CONTRACTS FOR MAJOR ITEMS OF PLANT AND EQUIPMENT FOR PORPOSED PROJECT WILL BE DEPENDENT UPON FIRST ANNUAL REPORT, DUE JANUARY 1978, PROVIDING SATISFACTORY INFORMATION ON CONSTRUCTION PROGRESS AND SOURCES OF FINANCE FOR PORT PROJECT.

12. TOTAL COST OF PROJECT IS ESTIMATED AT EQUIVALENT OF \$20.5 MILLION, OF WHICH \$10 MILLION FOREX. FOREX COSTS, DIRECT AND INDIRECT, COMPRISE (IN U.S. \$ MILLIONS); ROAD MATERIALS (BITUMIN, FUELS AND LIBRICANTS, CEMENT AND STEEL, COAL FOR MANUFACTURE OF BRICKS), 2.35; FERRY COMPONENTS, 2.72; PLANT, EQUIPMENT AND SPARES, 1.15; ENGINEERING SERVICES, 0.80; CONTINGENCIES, 2.98. LABOR INTENSIVE APPROACH WILL ADD ABOUT \$1.5 MILLION TO COST OF ROAD COMPONENT COMPARED WITH PROBABLE COST UNDER TYPICAL CAPITAL-INTENSIVE APPROACH. BANK IS REQUESTED TO FINANCE ALL OF FOREX PORTION OF PROJECT (\$10.0 MILLION) PLUS \$5.0 MILLIONS OF LOCAL CURRENCY COSTS. GOVT WILL FINANCE REMAINING \$5.5 MILLION OF LOCAL CURRENCY COSTS FROM BUDGETARY SOURCES.

13. RHD, THE EXECUTING AGENCY, IS RESPONSIBLE WITHIN MINISTRY OF COMMUNICATIONS FOR PLANNING, BUDGETING, LIMITED OFFICIAL USE

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CONSTRUCTION, MAINTENANCE AND IMPROVEMENT OF PUBLIC ROADS. NETWORK. IT OPERATES THROUGH SEVEN HEADQUARTERS DIVISIONS AND UNDERTAKES CONSTRUCTION AND MAINTENANCE WORK THROUGH 23 DISTRICT OFFICES. AN ADDITIONAL CHIEF ENGINEER, REPORTING DIRECTLY TO CHIEF ENGINEER IN CHARGE OF HEADQUARTERS DIVISION RESPONSIBLE FOR SPECIAL PROJECTS, WOULD BE DESIGNATED TO ACT AS PROJECT DIRECTOR. HE WOULD BE REPRESENTED IN FIELD BY SUPERINTENDING ENGINEER FROM RHD WHO WOULD, WITH ASSISTANCE FROM RESIDENT ENGINEER REPRESENTING A CONSULTING ENGINEERING FIRM (PARA. 14), MANAGE PROJECT OFFICE TO BE ESTABLISHED NEAR KHULNA.

14. A COMPETENT CONSULTING ENGINEERING FIRM, TO BE ENGAGED IN ACCORDANCE WITH BANK'S GUIDELINES, WOULD CARRY OUT ALL SURVEYS, SITE INVESTIGATIONS, AND DETAILED ENGINEERING DESIGNS, AND WOULD SUPERVISE ROAD CONSTRUCTION AND INSTALLATION OF FERRY COMPONENT. APART FROM DETAILED INVESTIGATIONS IN CONNECTION WITH SELECTION OF FERRY TERMINAL SITE (PARA. 10), CONSULTANTS WILL BE REQUIRED TO PREPARE DESIGNS, DRAWINGS AND SPECIFICATIONS IN KEEPING WITH LABOR-INTENSIVE APPROACH IN ROAD CONSTRUCTION, AND TO GIVE GUIDANCE TO CONTRACTORS IN PROGRAMMING OF WORKS SO THAT LABOR-INTENSIVE METHODS MAY ACHIEVE COMPATIBILITY WITH SCHEDULING AND QUALITY CONTROL REQUIREMENTS.

15. CIVIL WORKS CONTRACTS FOR ROAD CONSTRUCTION WILL BE CARRIED OUT BY PREQUALIFIED LOCAL CONTRACTORS ENGAGED THROUGH LOCAL COMPETITIVE BIDDING. FOR TENDER

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FM AMEMBASSY MANILA
TO SECSTATE WASHDC PRIORITY 8923
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PURPOSES, ROAD COMPONENT WOULD BE DIVIDED INTO FOUR OR FIVE SECTIONS AND SEPARATE CONTRACTS FOR EACH AWARDED ON UNIT PRICE BASIS FOR: (I) EMBANKMENT AND DRAINAGE STRUCTURES; (II) PAVEMENT WORKS ON EACH SECTION. CONTRACTORS WOULD BE SUPPLIED WITH MATERIALS BY GOVT AT AGREED PURCHASE PRICES AND WOULD HIRE PLANT AND EQUIPMENT ATTACHED TO PROJECT OFFICE AT STANDARD RATES SET BY GOVT. WORKS COVERED BY FERRY COMPONENT, FOR WHICH LITTLE CAPACITY EXISTS IN BANGLADESH, WILL BE SPLIT INTO TWO CONTRACTS, TO BE AWARDED ON BASIS OF INTERNATIONAL COMPETITIVE BIDDING, ONE FOR THE TWO FERRY VESSELS AND THE OTHER FOR THE PONTOONS, GANGWAYS, AND BRIDGEHEADS COMPRISING THE TWO FERRY TERMINALS. ROAD CONSTRUCTION MATERIALS AND INSTALLATION CONTRACTS FOR EQUIPMENT AND MATERIALS RELATING TO FERRY COMPONENT WILL BE PROCURED IN ACCORDANCE WITH BANK'S GUIDELINES FOR PROCUREMENT. SUPPLY OR SUPPLY AND INSTALLATION CONTRACTS ESTIMATED AT LIMITED OFFICIAL USE

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MORE THAN \$100,000 TO BE AWARDED ON BASIS OF INTERNATIONAL COMPETITIVE BIDDING; LESS THAN THAT ON BASIS BIDS OR QUOTATIONS FROM REASONABLE NUMBER OF SUPPLIERS FROM MORE THAN ONE COUNTRY.

16. ROAD MAINTENANCE IN BANGLADESH, WHICH IS PROVINCE OF RHD, HAS SUFFERED FROM UNSEVICABILITY OF PLANTS AND VEHICLES, AS WELL AS THEIR LIMITED AVAILABILITY. GOVT HAS AGREED THAT PROJECT OFFICE WILL, EARLY IN 1980, PREPARE PROGRAM FOR FUTURE MAINTENANCE OF PROJECT ROAD AND FOR MAINTENANCE AND OPERATION OF FERRY, TO BE IMPLEMENTED BY RESPONSIBLE GOVT AGENCY ON LINES ACCEPTABLE TO BANK.

17. IN CONSIDERING POSSIBLE ALTERNATIVES TO PROPOSED PROJECT, RAIL LINE WAS REJECTED WITHOUT NECESSITY FOR DETAILED STUDY, IN VIEW OF HIGHER CAPITAL AND OPERATING COSTS, AND DIFFICULTIES POSED BY FERRY LINK AT KHULNA. BASED ON COMPARISON WITH AN HYPOTHESIZED UPGRADED RIVER TRAFFIC SYSTEM, INVOLVING SUBSTANTIAL IMPROVEMENTS IN FACILITIES AND CARGO HANDLING TECHNIQUES AT BOTH ENDS,

PROPOSED PROJECT WAS FOUND TO HAVE AN ECONOMIC RATE OF RETURN (EIRR) OF 17 PERCENT. A 25 PERCENT INCREASE IN PROJECT COSTS WOULD LOWER EIRR TO 12.5 PERCENT. IF TWO ADDITIONAL BERTHS BECOME OPERATIONAL AT MONGLA BY 1985, AND PROJECT COSTS DO NOT INCREASE, EIRR WOULD BE 18.0 PERCENT. IF FIRST FIVE BERTHS ARE NOT COMPLETED BEFORE 1982, EIRR WOULD BE 15.0 PERCENT. PROJECT IS, THEREFORE, CONSIDERED ECONOMICALLY VIABLE.

18. PROPOSED PROJECT IS ACCORDED HIGH PRIORITY BY BANGLADESH GOVT, WAS INCLUDED IN GOVT'S FIRST FIVE-YEAR PLAN (1972/73 - 1976/77), AND IS PART OF CURRENT HARD-CORE PROGRAM. PROJECT WOULD ENABLE TRANSPORT OF ABOUT 675,000 TONS OF GOODS MORE ECONOMICALLY THAN AT PRESENT, WOULD LIKELY LEAD TO MORE EFFICIENT RIVER TRANSPORT, AND WOULD ENABLE INTRODUCTION OF LIMITED OFFICIAL USE

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PASSENGER SERVICES BETWEEN KHULNA AND MONGLA TO AN ESTIMATED 1.0 MILLION PEOPLE ANNUALLY FROM 1981 AT REDUCED FARES. USE OF APPROPRIATE TECHNOLOGY IS ROAD CONSTRUCTION COMPONENT WILL MEAN ABOUT 50,000 MAN-MONTHS OF UNSKILLED EMPLOYMENT (EQUIVALENT TO LABOR FORCE OF 4,000 THROUGH TWO DRY SEASONS). LOCAL CURRENCY COST FINANCING FOR PROJECT JUSTIFIED NOT ONLY BY COUNTRY CONSIDERATIONS - LOW LEVEL PER CAPITA GNP (\$110), DIFFICULT BALANCE OF PAYMENTS SITUATION, AND LIMITED CAPACITY FOR MOBILIZING DOMESTIC SAVINGS - BUT ALSO THE ADDITIONAL COSTS INCURRED ON ACCOUNT OF LABOR-INTENSIVE APPROACH. USADB SUPPORTS PROPOSAL AND RECOMMENDS FAVORABLE NAC ACTION.

19. REQUEST AMEMBASSY DACCA COMMENTS FOR NAC AGENCIES, INFO USADB MANILA, PURSUANT TO STATE 119795 DATED 3 JULY 1972.
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TAGS: EAID, EFIN, BG, ADB
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